


MASON'S
O.K. SAUCE,
O.K. PICKLES,
MANGO CHUTNEY,
WORCESTERSHIRE
SAUCE,
MUSTARD SAUCE,
TOMATO CATSUP.

Hongkong Daily Press.

ESTABLISHED 1857.

"COMPARE THE WORK"

ALEX. ROSS & Co.
Machinery Department
4, Des Vaux Rd. Cent.
Phone 87.

Registered as a Newspaper at the General Post Office in the United Kingdom.

No. 18,719 號九千零百七十八萬一第 日二十四月四年午戊 HONGKONG, TUESDAY, MAY 21st, 1918. 二拜禮 號一十二月五年七國民華中 PRICE, \$3 PER MONTH.

INTIMATIONS
GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT
In Casks 375 lbs. net.
In Bags 550 lbs. net.
SHEWAN, TOMES & Co.,
General Managers. 1493

CAPE WHITE WINES.

DRAKENSTEIN and JAGGER CUP

Shipped by
J. SEDGWICK & CO., LTD.,

CAPE TOWN.

SOLE AGENTS:

CALDBECK, MACGREGOR & Co.

15, QUEEN'S ROAD CENTRAL.

Telephone No. 77.

NEW CARTRIDGES.

JUST ARRIVED.

FIRST-CLASS DAMP PROOF AMERICAN SPORTING CARTRIDGES.
12, 16, and 20 Bore, loaded with all sizes of Chilled Shot.

These Cartridges, made of the finest damp proof material, steel lined inside with brass casing 1 1/2" deep on the outside, are especially made to withstand the effects of damp climates and are second to none for reliability in the field.

We have also received a consignment of B.S.A. Air Rifles.

INSPECTION INVITED.

WM. SCHMIDT & Co.

1896

A LING & CO.

15, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of Every Description in Stock.

Developing, Printing and Enlarging.

Canton Marbles in Various Shades.

Telephone 1919. 1896

PEAK TRAMWAY COMPANY, LIMITED.

TIME-TABLE

12.45 p.m.	to 1.15 "	... "	10
1.15 "	to 1.45 "	... "	15
1.45 "	to 2.15 "	... "	10
2.15 "	to 3.00 "	... "	15
3.00 "	to 3.00 "	... "	10
NIGHT CASE.			
3.50 p.m.	and 3.00 p.m.	3.30 to 11.00 p	
Every Half-Hour.			
11.00 p.m.	to 11.45 p.m.	Every Quarter-	
SUNDAYS.			

NEW MODEL WEBER PIANOS

Artistic in finish, and combine
perfection of touch with un-
equalled quality of tone.

15% DISCOUNT ALLOWED FOR CASH.

MOUTRIE'S

SOLE AGENTS.

[38-2]

**"You can't possibly get wet in the
Mattamac"**
19-OUNCE Featherweight Waterproof



The "Mattamac" Stormproof
Coat is exceptionally light in
weight, yet intensely strong
and durable, absolutely water-
proof, smartly cut and
thoroughly well made.

MACKINTOSH
& CO., LTD.,
Men's Wear Specialists,
16, DES VŒUX ROAD. TELEPHONE 29.

LA MINERVA

CIGAR FACTORY.

ESTABLISHED 1832.

EPICURES A REALLY DELIGHTFUL SMALL CIGAR
in Boxes of 25 & 50.

REINA MARIA EXCELLING IN RICH FLAVOUR
AND FAULTLESS BURNING
in Boxes of 50 & 84.

LANE, CRAWFORD & CO.,
AGENTS IN HONGKONG AND SOUTH CHINA.

THEATRE ROYAL.

T. DANIEL FRAWLEY

PRESENTS

THE FRAWLEY COY.

IN A SERIES OF NEW AND CURRENT SUCCESSES

TO-NIGHT! TO-NIGHT!!
"13th CHAIR"

WEDNESDAY, MAY 22ND. | **"THE HOUSE OF GLASS."**

THURSDAY, MAY 23RD. | **"THE BOOMERANG."**

FRIDAY, MAY 24TH. | **"TIGER ROSE."**

SATURDAY, MAY 25TH. | **"SEVEN KEYS TO BALDPATE."**

Prices \$3, \$2 & \$1. Booking at MOUTRIE'S.

Curtain 9.15 p.m. sharp.

PHILIP CARLTON, Manager.

U.S. SHIPBUILDING PLANS.

81 NEW YARDS.

A WAR PROGRAMME.

A New York dispatch dated March 25th says that Mr. Hurley, Chairman of the Shipping Board, delivered a speech in which he gave a comprehensive analysis of the shipping situation. Mr. Hurley said:

"We have the men, we have the guns, we have the supplies. But without the means of getting them to the front we might as well be without them. So it all comes back to ocean transportation—to the vital need of ships. We were not a maritime nation. Our flag had almost vanished from the seas and marine construction had almost become a lost art with us. Then came this sudden call to outdo the rest of the world in the building of a merchant marine—a call coming at a moment when the Navy was undergoing the greatest expansion in its history."

Keep in mind this basic fact: when we took hold of this job we found there was no shipyard in existence with which we could place an order. Seventy per cent. of the space of the old yards was taken by the enlarged naval programme. The remainder was taken by orders placed by American owners and by foreign owners. We had to locate on waste ground many new shipyards. This was the first and biggest task of the job that faced us. There were 37 steel shipyards in America at the time of our entrance into the war. We have located 81 additional steel and wood yards, while 18 others have been expanded. We are building in the new and expanded steel yards 235 new steel shipways, or 20 more than at present exist in all the steel shipyards of England. The men in the yards fought a bitter winter. They had the same spirit and demonstrated the same pluck and unselfishness as the men in the trenches. They have virtually completed the job of building America's new shipyards."

SOME FIGURES.
The total amount of our steel construction on March 1st was 8,205,708 deadweight tons. This was made up of 5,160,300 tons deadweight under contract with the Emergency Fleet Corporation, and 3,045,408 deadweight tons of requisition vessels. Of this total steel construction 2,121,568 deadweight tons, or approximately 28 per cent., have been completed. The programme for steel ships has advanced 28 per cent. towards completion. Of the amount of steel ships under contract and requisition 655,433 deadweight tons, or approximately 8 per cent., were actually completed and in service on March 1st. Nearly as much tonnage has been constructed in American waters during the past three months as by all other maritime nations of the world combined. And we have also placed in ours and the Allies' war service 112 first-class German and Austrian vessels, representing a carrying capacity of nearly 800,000 deadweight tons.

I have referred to the necessity of providing additional facilities for building ships. At the outset the 37 old steel yards began increasing their capacity until now they have 106 yards as against 162 eight months ago. Thirty additional new steel shipyards are being erected, with a total of 203 shipbuilding yards. Thus we now have in the aggregate 67 steel shipyards either wholly or partly engaged in Fleet Corporation work. These yards will have a total of 398 steel building ways. Of these 35 yards with 250 ways are in the Atlantic and Gulf coast, 19 yards with 68 ways on the Pacific, while 13 yards with 84 ways are on the Great Lakes.

Our programme for building wooden ships has been beset with many difficulties and handicaps. A year ago we found 24 old wooden shipyards with 73 shipways. Now we have 81 wooden shipbuilding yards with 392 ways completed or nearing completion. Assuming that these ways each produce two standard ships yearly we should turn out about 2,300,000 deadweight tons of wooden ships annually.

These 332 wooden shipbuilding ways now nearing completion, added to our 308 steel shipbuilding ways, give us a total of 730 berths upon which to build steel and wooden vessels. When you consider that we had only 162 steel shipbuilding ways a few months ago and 73 wooden ways—a total of 235 ways—we have shown of 495 wooden and steel berths on which we can build ships. With our total of 370 wood and steel ways we shall have 521 more berths than Sir Eric Geddes in his recent speech stated England has at the present time.

Mr. Hurley then referred to the delays caused in transportation, adding that they looked with confidence to the railway administration for absolute freedom in the movement of their material. He continued:

"The situation giving us most concern is the completion of turbines and engines. The very rapid expansion of the shipbuilding programme has caught the turbine and engine manufacturers totally unprepared. In the past engines for ships built in this country had been manufactured at the shipbuilding plants. We anticipated the delay during the earlier months for lack of turbines and engines, but we expect to make up for the early shortage."

THE LABOUR SITUATION.
Now, as to labour, our strong right arm. There has been much talk of the conscription of labour, of forcing it into the shipyards as our soldiers have been brought into the camps. I believe labour itself will produce conditions which will render idle all thought of conscripting workmen. The vast majority of our workmen are men of intelligence, and when they come to full realization of the fact that any defection on their part now will not only imperil the nation, but will injure their fellow workers in almost every field of industrial activity, I feel sure they will respond to all demands made upon them. I believe labour has begun to realize that fact, but I want to drive it home to them for there are some who do not yet sense their responsibility. There are many who are not working to their full capacity. There are many who, because of the high wages they are earning, are prone to take too many holidays. Labour generally throughout our shipyards to-day is receiving the highest rate of wages ever paid for similar work in the history of the world. The additional

(Continued at foot of next column.)

STANDARDISED AIRCRAFT.

GREAT ALLIED SCHEME.

During the latter part of March, under theegis of the British Engineering Standards Committee, an inter-Allied conference on aircraft standardisation, more especially in regard to materials, has been held in London, at the Institution of Civil Engineers, the delegates being welcomed officially by Mr. Winston Churchill.

Sir Maurice Fitzmaurice, after welcoming the delegates on behalf of the committee and the Institution of Civil Engineers, briefly explained that the standardisation of the components of aircraft and aircraft engines was being carried out by the committee as a war measure for the Department of Munitions, and that the necessary alterations in the committee's procedure to deal with this important development in their activities had been arranged for.

Mr. Churchill said he thought very little had in reality been lost, and, in some respects, much had been gained, by not entering upon a general scheme of standardisation until sufficient experience had been accumulated to enable such standardisation to reach its maximum effect. A too rigid standardisation in the early stages of development undoubtedly tended to hamper progress and design. Considering the gloomy views taken by some people regarding the war, he felt that such people could have no real knowledge or appreciation of the importance and power of aircraft. German resources were incomparably less than those of the Allies, who had the whole world to draw upon in developing these resources remorselessly. It was certainly within the Allies' power to dictate a military decision to their opponents.

Sir F. G. Diffin, the chairman of the American Commission, Colonel Dorand, the chief of the French Delegation, and Deputo Giuseppe Grassi, of the Italian Delegation, expressed the desire most cordially to co-operate in this work of standardisation, which was fully recognised to be of the greatest value to production.

Sir William Weir, Director-General of Aircraft Production, said he had come to the conclusion that the best results would be achieved by carrying out standardisation under the directegis and responsibility of the Engineering Standards Committee, as that body possessed the greatest experience in the domain of standardisation generally.

The conference has, it is understood, been eminently successful, and it has been, moreover, decided to recommend that permanent, authoritative committees be instituted in Great Britain, Canada, France, Italy, and the United States respectively, in order to maintain continuity of action and carry forward in the most efficient manner possible the work of co-ordination so auspiciously commenced. The Engineering Standards Committee, for the time being, acting as the distributing centre of this permanent international organisation.

cost of our ships, due to increased wages of the shipyards, will be in excess of 200,000,000 dollars (\$200,000,000). We expect, and we have a right to expect, that labour will render for this increase of wages a corresponding increase of production—that is, output of ships.

All has not gone smoothly in the labour situation, and there have been times when this phase of the problem was enough to cause discouragement. The vast majority of labouring men are patriotic. We have not blamed labour for the reduced average output of the various yards, which we would like to see removed—restrictions against output. We would like to see the whole body of labour put forth its maximum effort, encouraging each individual workman to do his best, without fear of establishing new average standards when they increase output. When all leaders and all men take this view of the national emergency the efficiency of all yards will be measurably increased.

There have been inefficient shipyard owners as well as inefficient workmen. We have strengthened our contracts and distributed the work with greater deliberation and care we have likewise had in mind the weeding out of employers who are not getting results which experience has shown us we should get when costs of production are in every yard.

Mr. Hurley next referred to the establishment of schools for the intensive training of workmen, the provision of proper housing accommodation, and the creation of a reserve of 250,000 highly skilled mechanics.

"FABRICATING" YARDS.

As further evidence of the organization effected let me say (he continued) that in 1916 there were less than 45,000 men employed in all the shipyards of the country, and on March 2nd, 1918, we have increased this number to 250,000, of which 170,589 were working on actual ship construction and the remainder in yard construction and other branches of the industry. This brings me to a point where I desire to make a brief reference to what have been termed our three "fabricating" shipyards. The term is more or less a misnomer, for these yards, located at Hog Island, Newark Bay, and Bristol (Pennsylvania), are in reality assembling yards.

We are confident that this new method will be a means of adding millions of tons to our merchant marine. These three assembling yards with their 50 ways at Hog Island, 28 at Newark Bay, and 12 at Bristol will, when they are in full operation, produce in a single year more ships than England, the greatest maritime nation in the world, has ever been able to turn out in the same length of time.

When the high point in the curve of production is finally reached the magnitude of America's shipbuilding programme will be realized. No nation can be great commercially unless it has its own manufacturing shipping, and this is the goal which will be passed in peace if we can reach it in war. There is no doubt that we are destined to be one of the leading shipbuilding nations of the world. We shall build ships in such large numbers and at such fair prices that we shall become the Mecca of the shipbuilding trade of the world.

A VITAL FACTOR.

OFFICER WASTAGE IN THE BRITISH ARMY.

[BY CAPT. R. F. ROWE.]

There was a period of the war during which the military authorities were faced with a very grave problem. While the loss of junior officers in modern warfare is disproportionately high, the importance of this class in the field is greater than ever before.

The difficulty of replacing this wastage was exceptional, not only because the social class from which officers are normally obtained could no longer supply the huge demand, but because the standard of efficiency required had risen. A general training of the pre-war character is no longer sufficient for the young officer. That is to say, while all which was formerly taught may still be useful, a large amount of additional practical knowledge is essential. He must be thoroughly conversant with bombing, in methods and practice; with the tactical and practical use of rifle grenades; with the use and actual handling of the Lewis gun; and with every kind of new military art developed by trench warfare.

The importance of the junior officer can hardly be understood without definite knowledge of the part which he is expected to play. For all practical purposes the platoon is the unit of battle, and its commander the most important man in the field. When an offensive has once opened, the officer, not even the company commander, is sufficiently in touch with the fighting to control the extent of his own general. He must know not only what objective or objectives he is expected to reach, but the exact character of the country and the obstacles he is likely to meet, and how he is set in any probable eventualities. With this knowledge he is launched into the blue to conduct if not the battle at least, the actual fighting of it.

A REMARKABLE ACHIEVEMENT.
From his increased responsibility it follows that the scope of his training must be capable of undertaking this responsibility. Hence the problem that has faced the military authorities is that, while officers must be largely drawn from a less highly educated class, those officers must be given a greater knowledge than their predecessors, and the capacity to grasp quickly and thoroughly the tactical values of any local situation.

That the problem has been so far successfully solved is a remarkable achievement. The new officers have been drawn for the most part from the ranks. The fact that the present army is essentially a civilian army has perhaps facilitated matters. It contains vast numbers of young men who have already proved their value in every sphere of intelligent work. Consequently there is a large amount of material representative of brains, character and adaptability. From this wide field of choice it has not been difficult to pick men fitted to lead, and they have been picked with judgment and in large numbers.

Another factor which has made the task more simple than it seemed at first is that all these men have had a considerable spell of service in the field. They have already proved their suitability in certain essential respects. There is no fear, therefore, that the men who are recommended for promotion to commissions may fail in courage, determination or any other quality which is obviously requisite.

RIGHT STAMP OF MAN.
But to obtain the personal has been less than half the battle. Given the right stamp of man to be trained, the training remains, and little time can be allowed for it. Again the war itself has provided the solution of the difficulties it has created. Among the previous young officers were very many of high capacity who, after considerable experience in the field, had been temporarily or permanently put out of action by wounds or sickness. This class provided exactly what was wanted for training purposes, while as drill instructors and for certain routine work senior N.C.O.s, similarly incapacitated were procurable in ample numbers.

The result is that the work of the Officer Cadet Battalions, the mill which grind out officers in an unending flow, has been an unqualified success. The methods employed have been steadily improved, and the standard of efficiency produced has consistently risen. At the present time the supply of carefully trained young officers has reached such dimensions that, whatever happens in 1918, it will be fully sufficient for all requirements. Not only so, but it has been found easily practicable to lengthen the course of training from four months to five.

AN IMPORTANT FACTOR.
Of the cadets, the great majority come from the various battle fronts and latterly it has not been permissible to recommend men under the rank of corporal. Those accepted from this country consist chiefly of public school boys who have reached military age.

Thus it comes about that concerning this important factor for victory in 1918 the country is in a highly satisfactory position. It is a circumstance which goes far to better the whole man-power problem. The training of men is a simpler and quicker process than the training of officers, and though every effort must still be made to keep up the supply of the former, there should be no serious danger that it will prove inadequate. Assuming that the nation is sufficiently patriotic and determined to render this risk negligible, the prospects of the coming campaign can be faced with complete confidence. The British army has never been so well equipped and well organized as it will be. And certainly it has never been so well officered. The operations of the present year will almost undoubtedly decide the war, and it may well be that our young officers will play one of the most decisive parts in the coming victory.

WEATHER REPORT.

May 20th, at 12.01.—No returns from Japan and Vladivostok. Pressure has increased slightly at all stations reporting, a weak anti-cyclone having formed over China. A depression is crossing S. Manchuria in an easterly direction, and a shallow depression is indicated in the S. China Sea.
Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.01 inch. Total since 1st January, 8.55 inches, against an average of 18.28 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT FORECAST.
Hongkong to Gap Rock—E. winds, moderate; cloudy, probably some rain.
Formosa Channel—N.E. winds, fresh.
South Coast of China between the same as Hongkong and Lamocka—No. 1.
South Coast of China between the same as Hongkong and Hainan—No. 1.

Watery Blisters On Face, Neck and Hands Healed By Cuticura.

"Watery blisters came first on my face, neck, and hands. They were very painful and irritating, and I could not get any sleep or rest for the itching. I could not do any of my household duties for nine weeks as I was obliged to have my hands bandaged."

"After several months without any change I decided to try Cuticura Soap and Ointment. I found relief after the first application, and two boxes of Cuticura Ointment and four tablets of Cuticura Soap healed me." (Signed) Mrs. T. Inett, Pentre Villas, Wychbold, Worcester, Eng., August 8, 1916.

Most skin troubles might be prevented by using Cuticura Soap and Ointment for every-day toilet purposes.

Samples of Cuticura Soap and Ointment (free of charge) sent to you on request. Address: F. Newbery & Sons, 27, Charterhouse Sq., London. Sold everywhere.

THE MENAGE OF INDIGESTION

to the General Health should neither be ignored nor treated lightly. It is always wise to regard indigestion as a serious menace—for this it is, most undoubtedly. Do not therefore dismiss a stomach ailment with the words: "It is only indigestion!" Think of what it might lead to. For it happens that neglect of this ailment in some cases has serious results. A simple remedy—yet one which has been proved times out of number for many years past to be safe and sure—is Beecham's Pills. This popular medicine should always be taken as soon as any symptoms of digestive derangement make their appearance. The signs are well known. They include:—biliousness, constipation, flatulence, headache, failing appetite and other familiar forms of indigestion. Do prompt to deal with such troubles. Do not allow them to gain a hold upon you. Remember that these symptoms do really matter. Adopt the best defensive measures against the menace of indigestion to Good Health by taking

**BEECHAM'S
PILLS.**

Sold in every leading drug shop.

4/6 (10 pills) 1/11 (25 pills) 2/6 (50 pills).

MARTIN'S APIOL & STEEL PILLS

A French Remedy for all Irritations. Thousands of Ladies always keep a box of Martin's Pills in the house, so that on the first signs of any trouble with the system a timely dose may be administered. These pills are recommended by the most eminent medical authorities, and are sold in all the leading drug shops throughout the world, or post free 5/-.

MARTIN'S APIOL & STEEL PILLS

for Ladies.

MADE IN ENGLAND.

MADE IN ENGLAND.

MADE IN ENGLAND.

MADE IN ENGLAND.

MADE IN ENGLAND.

MADE IN ENGLAND.

MADE IN ENGLAND.

MADE IN ENGLAND.

MADE IN ENGLAND.

MADE IN ENGLAND.

MADE IN ENGLAND.

MADE IN ENGLAND.

MADE IN ENGLAND.

MADE IN ENGLAND.

MADE IN ENGLAND.

MADE IN ENGLAND.

MADE IN ENGLAND.

MADE IN ENGLAND.

CUTLER PALMER & CO'S



SOLE AGENTS IN HONGKONG
AND SOUTH CHINA:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

"ASAHI BEER."



SOLE AGENTS:
NISSO BUSSAN KAISHA
TEL. No. 229 or 155

GRIMAULT'S
SYRUP
OF
HYPOPHOSPHITE OF LIME
FOR
STUBBORN COUGHS
BRONCHITIS
WEAK LUNGS
CATARRH
CONSUMPTION

THERAPION
A French Preparation for the Treatment of
Rheumatism, Gout, Gravel, Neuralgia,
Sciatica, Migraine, Headache, etc.
It is a powerful and safe remedy, and
is sold in all the principal Pharmacies
and Chemists.
Prepared by **DR. J. B. LAFITTE**,
Paris, France.

CANTON NEWS.

[BY COURTESY OF THE "CHUNG WANG
SAN FO."]

CANTON, May 20th.

THE CHANGE OF THE MILITARY GOVERNMENT.
The third reading of the resolution
reconstituting the Military Government
was passed by the Special Parliament
yesterday. A Confederation Government
is to be formed shortly. We are informed
that seven controllers and other ministers
were elected to-day by the M.P.s. The
Tuchun has wired to the northern M.P.s.
requesting them to come to Canton be-
fore the May 31st as Parliament will be
opened in Canton on June 15th.

POLICE IN CHIU-CHOW (SWATOW).

It is reported that nearly all the police
stations in Chiu-chow (near Swatow)
have been destroyed by the Yunnan troops
who were sent to attack Fukien. Arms
and everything in the stations were taken
away and the police were stopped from
carrying out their patrol duties.

MILITARY MOVEMENTS.

Shiu-hing troops, under the Civil
Governor's command, have recently re-
turned to Canton in large numbers.
Commander Ngai Pong-ping, has recalled
his troops from the Ko-chow front.
People are surprised at the number of
troops daily arriving in Canton.

THE CANTON SAN-SHUI RAILWAY.

The Tuchun has sent a representative
to act as director of the Canton San-shui
Railway, which was taken over by the
Military Government for a certain
period. The director appointed by Dr.
Sun was compelled to resign, and the
money he collected is to be refunded.

THE CHINA BANK.

The money-changers and native banks,
who were forced to accept notes of the
China bank, suspended business a few
days ago.

DECLARATION OF INDEPENDENCE.

It is said that Leader Un-tai, who
disobeyed the Tuchun's order to go to
the northern border, has declared inde-
pendence in Heung-shan district. Fight-
ing is reported.

FLOODS.

The local authorities of various districts
along the North and West Rivers, re-
port that the floods are increasing daily.
Rain continues and the rivers are over-
flowing.

HONGKONG MAGISTRACY.

UNLAWFUL POSSESSION OF
OPIUM.

A Chinese was charged with being in
unlawful possession of six taels of Gov-
ernment opium, also with possessing more
than the allotted quantity (five taels).

Mr. J. R. Wood fined defendant \$300
on the first charge, and \$1 on the second
charge.

ASSAULTING A CONSTABLE.

A well-dressed Chinese young man, em-
ployed by Mr. J. H. Gardiner, solicitor,
was charged with assaulting an Indian
constable.

Mr. Gardiner appeared for the defend-
ant.

Complainant stated that while he was
searching a marine hawk defendant in-
terfered and assaulted him.

The marine hawk deposed that he
heard defendant and the constable carry-
ing on an argument in a strange lan-
guage, but he did not notice a struggle
between them.

Defendant stated that when the Indian
constable arrested the marine hawk he
advised the latter to go quietly. The
constable then accused him of interference
and assaulted him.

Mr. J. R. Wood said he believed de-
fendant's story and discharged him.

OFFERING BRIBES.

A Chinese hawk was charged with
hawking vegetables beyond the confines
of the town, and also with offering a
bribe of twenty cents to a *lukong* to be
allowed his freedom.

Mr. J. R. Wood fined defendant \$4 on
the first charge, and \$15, with the alter-
native of three weeks' hard labour, on
the second charge.

A richa coolie was charged with offer-
ing a bribe of fifty cents to an Indian
constable.

Defendant said he offered the money
to placate the constable, who threatened
to kick him.

The constable denied this, and said de-
fendant was obstructing the road with
his richa, so he arrested him.

Mr. J. R. Wood fined defendant \$15,
with the alternative of three weeks' hard
labour.

A FORMER HONGKONG
SOLICITOR.

MR. TOZER STRUCK OFF THE
ROLLS IN SINGAPORE.

In the Supreme Court, Singapore, on
May 8th, before the Chief Justice and
Mr. Justice Edden, Mr. Elliot, President
of the Bar Committee, applied that Mr.
E. M. Tozer be struck off the rolls of
Singapore, practitioners. Mr. Tozer did
not appear. The Court granted the
application.

In making the application the Hon.
Mr. F. M. Elliot, reports the *Strait Times*,
said that this was one of the pain-
ful but happily rare occasions when,
however, reluctantly, the Bar Committee
had to take steps to safeguard the public
against a man whose unprofessional acts
made him an incompetent officer of the
court. In this case, they had a man who
started business on his own behalf in 1901
with a capital of some \$300 and had from
the very beginning to get into debt by
taking loans from a chetty. He first be-
came insolvent towards the end of 1901
or the beginning of 1902 and had not been
solvent since then. In 1914, Mr. Tozer
went to Hongkong, returning to Singa-
pore in 1916. He admitted becoming a
bankrupt in Hongkong to the extent of
some \$17,000. He was also a bankrupt
in Singapore, and up to 1917 his liabil-
ities amounted to the enormous figure of
\$30,000.

Continuing, counsel read some remarks
made by his lordship the Chief Justice
of Hongkong, during Mr. Tozer's public
examination there, to the effect that he
thought it was a disgraceful scandal for
a man practicing in that court to be
so utterly unworthy an act as to get
money from Mah Peck To, a subordinate,
and then go away leaving him a
bankrupt. His lordship further said he
would communicate this unbecoming act
to the Incorporated Law Society in En-
gland, so that if he (Mr. Tozer) tried
to practise there, they would have an
opportunity to deal with him.

Counsel quoted further evidence record-
ed during Mr. Tozer's public examination
in which he admitted he knew Mah Peck
Toe became insolvent through his (Mr.
Tozer's) inability to pay what he owed
him. Mr. Tozer's practice apparently
was to employ boys fresh from school at
the rate of \$100 per month, receiving big
securities which he made use of as he
pleased.

Mr. Justice Edden: Actually employing
illiterate school boys?—That is so, my
lord.

Mr. Elliot then referred to an advertise-
ment of Mr. Tozer's asking for a reliable
compradore for a solicitor's office in
Hongkong with branches in Singapore
and Muar, and submitted this was
the most disgraceful thing Mr. Tozer
had ever done after returning to Singa-
pore. He tried to get a compradore who
was ready to advance money, as they
always do, to come to Singapore from
Hongkong. He (Mr. Elliot) did not wish
to comment further on that subject, but
would leave the court to judge as to the
chances that man would stand of recover-
ing whatever advances he might make.
Dealing with Mr. Tozer's office in Singa-
pore, Mr. Elliot said Mr. Tozer acted so
imprudently as to go with his family de-
rivative, to coarsely to raise a
subordinate, a chetty, to raise a
money from a chetty. Counsel submitted
that this was a disgraceful act on the part
of an officer of the court. Moreover, Mr.
Tozer owed more or less every one of his
subordinates; even to a miserable tamby
he owed \$10.

THE FRAWLEY COMPANY.

"KICK IN."

The Frawley Company scored another
success last night, when they produced
"Kick In" to a crowded house. The
play revolves round the loss of a
diamond necklace and the endeavours of
the police to "kick the thief." For this
purpose seven of the "crooks" known
to the police are produced before the
Deputy Commissioner, who endeavours
to discover the thief. Amongst these are a
married couple who are reformed thieves
and are leading an honest life. They
are called upon to aid an old friend, who
is the real thief. The thief dies, and the
stolen necklace is found in the possession
of another man, a relative of the
reformed couple, who immediately take
charge of it. The relative, who is a
stupid person, is arrested, but he remains
silent. The detective then attempts to
arrest the reformed couple, who "dope"
him, and hurry to the District Attorney
to tell the truth. They do not find him
and also proceeding to the Deputy Com-
missioner's office, when they are arrested
and taken before him. They find him
unsympathetic at first, but later the
woman pleads so eloquently that he de-
cides to give them another chance. The
curtain falls on the Commissioner shaking
hands with the ex-crook and advising
him to lead a better life.

The play scintillates with wit and
humour, and frequently the large
audience was convulsed with laughter.
The artistes sustained their respective
roles to perfection, and Miss Kathryn
Browne-Decker as "Molly" achieved a
great success. Mr. Henry Mortimer
played the rôle of "Chick Hawes" (the
husband) admirably, and Mr. G. A.
Forbes made an impressive and humane
Deputy Commissioner. Other characters
were "Whip Forgarty" and "Jack
Diggs" Messrs. Reynolds Dennistoa and
Wm. H. Clair, "Memphis Bessie" (Miss
Florence Chapman), "Myrtle
Sylvester" (Miss Edna Kealey), "Old
Tom" (Mr. E. L. Delaney), "Mrs.
Halloran" (Miss Valentine Sidney),
"Daisy" her daughter (Miss Annetta
Lloyd), and "Charley Carty" Molly's
brother (Mr. Wm. D. Howard).

To-night the company produce "The
13th Chair."

KING AND HIS ARMY.
THE BATTLEFIELD VISIT.

The following interesting account of the
King's visit to the front is supplied by
a special correspondent of the *Daily Tele-
graph*:—

It was on Wednesday evening that the
Chief of the Imperial General Staff called
at Buckingham Palace to place before
his Majesty the latest news from the seat
of war, and to inform him of the exact
position at that hour. The King waited
till Sir Henry Wilson had finished, and
then quietly told him he would very much
like to cross to France early next morn-
ing to be with his troops, and to tell their
splendid leaders how proud the whole
Empire was of their magnificent achieve-
ments. He added that he felt he must
go immediately, provided he could do so
without upsetting any arrangements, and
without in the slightest way interfering
with the plans of any of the armies.
General Wilson said this could be ar-
ranged, and within a couple of hours the
Master of the Household was on his way
to France to see whether he could secure
some sort of billet wherein his Majesty
could be put up. No request for a sort
of help from those at the front was made.
All that was asked from them was that a
motor-car might be placed at the disposal
of his Majesty when he arrived. Even
the time of such arrival was not stated,
for, as a matter of fact, the hour was not
known.

A ROUGH PASSAGE.

At 6.30 on Thursday morning the
King, accompanied by his small suite, left
for a Channel port, where they asked that a
small destroyer might take them across.
On one being detailed for the purpose,
the passage was at once made, despite
the rough seas which prevailed. The
journey was anything but pleasant, but
his Majesty landed on the French coast
shortly after noon, where a car was waiting
to take him to a staff office. A staff officer
acquainted with the disposition of the
troops along the whole front, was in
attendance, a small standard which had
been brought over for the occasion by one
of the suite was fixed to the car—the first
indication that the King was again with
his Army—and the long tour of inspection
was begun.

Belgium was a Sovereign travelled with
so little ceremonial. His one desire was
to disturb nobody. In rapid succession
he visited each of the Army Headquar-
ters, chatting with the generals and staff
officers. To one and all he expressed his
appreciation of what had been accom-
plished. Going right up to the firing
line, he obtained from personal observa-
tion a true insight into the magnificent
behaviour of the troops. Not the
slightest deviation from the ordinary
routine was allowed. He accompanied
the generals on their rounds, and chatted
with as many of the men as possible. In
one field a small body of soldiers were
resting. One of them, seeing the Royal
standard, shouted, "There's the King,
boys," and like a troop of schoolboys they
surrounded the car in sheer delight. At
once his Majesty alighted, and entered
into intimate conversation with many of
them, asking them where they came from,
and how they had fared. It was the un-
ceremoniousness of it all which gave such
true pleasure to officers and men alike.

VISITING THE WOUNDED.

Determined on seeing as much as pos-
sible of his troops in the few brief hours
at his disposal, the King watched, with
evident pride, the return of tired men
just relieved, and the out-going of others
who were taking their place. He looked
on whilst soldiers, entrained and dis-
trained, and paid visits to different head-
quarters to watch the unceasing work of
staff officers and clerks as they handled
and dealt with the thousands of messages
which reached them in an endless stream.
Many men here were "dead for sleep,"
but heroically they carried on, to the
admiration of those who had come to see
what was going on. "Aren't they
splendid!" was the involuntary expres-
sion of one of the onlookers; "it makes
you proud to belong to the same breed."

For the wounded his Majesty had words
of soldierly solicitude. He chatted with
those in the forward hospitals, with
others who were moving to where they
would receive treatment, and with others,
still, who were being gently lifted into
hospital trains on their journey home.
He spoke words of encouragement to all,
and there was no mistaking the pleasure
with which those words were received.
Infantry, artillery, and engineers all
came in for Royal notice. Wherever he
went he was received with the same
enthusiasm. They were glad to have
among them the Sovereign who was the
embodiment of all for which they were
fighting. At the headquarters of the
Royal Flying Corps there was great plea-
sure over the King's visit, for he gave
generous expression to the keen satisfac-
tion with which he had noted the achieve-
ments of this branch of the service, and
he told them of the interest with which
he would continue to follow their move-
ments.

SIR DOUGLAS HAIG VISITED.

His call on Sir Douglas Haig was
characteristic of the whole trip. He sent
word by telephone to ask when the Com-
mander-in-Chief was going out. "At
10.30," came the reply. "Tell Sir
Douglas I will call on him at ten." And
he did. He followed with the closest in-
sight the Field Marshal's report of the
latest details, and it was with pride that
he learned of the heroic display by
all ranks in the gigantic struggle now
proceeding. At General Headquarters he
conversed with many of the staff-officers,
leaving them with evident reluctance.
His visit was perforce brief, but there
was no doubt that it had inspired all who
were privileged to meet his Majesty.

There was no attempt at preparation
of the King's billet, and very little time
was spent therein. Three hundred miles
were covered during the brief stay, and
there was but little opportunity for rest.
On Saturday morning his Majesty re-
crossed in the destroyer, reaching London
in the evening. He had seen for himself
the splendid spirit of all ranks, and it
will doubtless be a great satisfaction to
him to know, as he can hardly fail to
know, that his fine armies at the front
will find new encouragement from his
presence among them, and from the
gracious words he uttered to them.

INTIMATIONS

LANE, CRAWFORD
AND COMPANY.

GENTLEMEN'S OUTFITTING DEPT.

**SLEEPING
SUITS**

SPECIALLY MADE FOR L. C. & CO. IN THE
GENUINE "AERTEX" CELLULAR
TROPICAL WEIGHT CLOTH.
WEARERS OF "AERTEX" CELLULAR ARE
REMARKABLY FREE FROM COLD AND
CHILLS.

THE SUITS ARE FINISHED WITH
HALF LENGTH SLEEVES AND LEGS,
NO COLLAR AND OPEN AT NECK.

THE IDEAL SLEEPING SUIT FOR THE HOT SEASON

ALL SIZES IN PLAIN WHITE.

\$6.50 per suit.

LANE, CRAWFORD & CO.

18

SHERWIN-WILLIAMS

PAINTS & VARNISHES.

S. W. P.—PREPARED PAINT.

FLAT-TONE—A flat oil paint for interior decoration.

CONCRETE FINISH—The ideal paint for concrete and plaster walls.

WORLD BRAND ZINC—28 lb. pails.

"OLD DUTCH" ENAMEL.

Colour cards and information on application.



Andersen, Meyer & Co., Ltd.,
Sole Agents.
Hotel Mansions, Missions Building.

1185

Powell Ltd
TELEPHONE 346

"ATLAS"
SHIRTS for 1918.

Are in dyes as fast as ever.

Every Shirt sold is guaranteed
and will be replaced if the
colour fades.

CALL and INSPECT THEM AT THE SOLE AGENTS—

Wm. POWELL, Ltd.,
SPECIALISTS IN GENTLEMEN'S WEAR.

WAI KEE.

FLAG & SAILMAKER,
No. 123, Des Voeux Road Central,
Top Floor,
HONGKONG.
Telephone No. 1833.

ON SALE.

BOUND VOLUMES of the HONGKONG
WHISKY FARM, Just to Disappear,
1917.

With Index, Price \$7.50.

On Sale at the HONGKONG DAILY PRESS
Office.

INTIMATIONS

NOTICE.

WE HEREBY GIVE NOTICE that as from 1st of April, 1918, the name of THE SIAO FORREST CO., LTD., has been changed to—

THE ANGLOSIAM CORPORATION, LIMITED,
the constitution and management of THE ANGLOSIAM CORPORATION, LTD., being exactly the same as in the case of THE SIAO FORREST CO., LTD.
SHEWAN, TOMES & Co., Agents.
Hongkong, 17th May, 1918. [1923]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 27th day of May, 1918, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Repulse Bay, in the Colony of Hongkong, for a term of 75 years, with the option of renewal for a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

Lot No.	Boundary Measurements	Containing in square feet	Annual Rent	Upset Price
1	As per plan	150,000	214	5,000

NOTICE OF REMOVAL

THE STORE OF ORACA & Co., dealers in POSTAGE STAMPS, FLOWER SEEDS, TOYS, &c., has been REMOVED to No. 10, WYNDHAM STREET.
Hongkong, 14th May, 1918. [18]

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the HONGKONG CLUB will be held in the Large Dining Room on FRIDAY, the 31st May, 1918, at 5.30 P.M.

BUSINESS:

To confirm the Resolution passed on the 18th inst. as posted in the Hall of the Club.
By Order,
E. DES VŒUX,
Secretary,
Hongkong, 17th May, 1918. [1927]

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

Payment of Interim Dividend on Shares for the year ending 30th June, 1918.

THE BOARD having declared an INTERIM DIVIDEND of One Shilling per Share, free of Income-Tax, for the year ending 30th June, 1918, holders of Bearer Shares and holders of Dividend Warrants received from London on account of Registered Shares, will be paid their dividends on presenting No. 11 Coupon of the Bearer Shares, and Dividend Warrants on Registered Shares, to either of the following Banks at Shanghai or Tientsin:

THE HONGKONG AND SHANGHAI BANKING CORPORATION.
THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.
THE RUSSO-ASIATIC BANK.
THE BANQUE BELGE POUR L'ETRANGER.
The Payments will be made in either Dollars or Taels as the holder may wish, at the buying rate of exchange of the day.
GENERAL MANAGERS,
THE KAILAN MINING ADMINISTRATION.
Hongkong, 14th May, 1918. [1923]

THE DAIRY FARM COMPANY, LIMITED.

THE Business of the manufacture and sale of Ice and the business of Cold Storage hitherto carried on by the HONGKONG ICE COMPANY, LIMITED, has been acquired and will in future be carried on by the DAIRY FARM COMPANY, LIMITED. Consequently upon such acquisition the name of the DAIRY FARM COMPANY, LIMITED, has been duly changed to "THE DAIRY FARM ICE AND COLD STORAGE CO., LTD." and its business will in future be carried on under the new name.

M. MANUK,
Secretary,

THE DAIRY FARM ICE AND COLD STORAGE CO., LTD.
[1923]

WANTED.

LADY STENOGRAPHER
Apply to—
Box No. 17,
Care "Daily Press" Office.
[1921]

INTIMATIONS

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-FIFTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, Nos. 3 and 4, Queen's Buildings, Hongkong, on THURSDAY, the 23rd May, 1918, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1917, and of declaring Dividends, etc.
The TRANSFER BOOKS of the Society will be CLOSED from 13th May to 23rd May, both days inclusive.
By Order of the Board,
C. H. P. HAY,
per pro. General Manager,
Hongkong, 15th May, 1918. [1895]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-NINTH ORDINARY YEARLY MEETING of the Company will be held at its Office, Nos. 3 and 4, Queen's Buildings, Hongkong, on THURSDAY, the 23rd May, 1918, at 12.30 P.M., for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1917, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from 13th May to 23rd May, both days inclusive.

By Order of the Board,
C. H. P. HAY,
per pro. General Manager,
Hongkong, 15th May, 1918. [1896]

BRITISH TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-SECOND ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Nos. 3 and 4, Queen's Buildings, Hongkong, on THURSDAY, the 23rd May, 1918, at 12.45 P.M., for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1917, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from 13th May to 23rd May, both days inclusive.

By Order of the Board,
C. H. P. HAY,
per pro. General Manager,
Hongkong, 15th May, 1918. [1897]

WM. POWELL, LTD.

NOTICE IS HEREBY GIVEN that the SEVENTEENTH ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office on TUESDAY, the 4th of June, 1918, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and Statement of Accounts to the 28th February, 1918.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th of May to the 4th of June, both days inclusive.
H. O. HOLT,
Secretary,
Hongkong, 16th May, 1918. [1929]

TO LET.

COMFORTABLY FURNISHED ROOMS, with Good Bath-rooms and wide verandahs. To Let from 10th of May. Rate to end of June, \$100 per month.
MRS. NIVEN,
Narcissus Bay, Wei-hai-wei.
[1922]

TO LET.

COMMONIOUS and well-fitted SHOP in Alexandra Buildings.
Apply to—
SECRETARY,
A. S. WATSON & Co., LIMITED.
[1897]

TO LET.

NO. 1, CARNARVON ROAD, Kowloon, well-built EUROPEAN TWO-STORY HOUSE, good locality.
Apply to—
YU KAM HING,
c/o Messrs. JOHNSON, STOKES & MASTER.
[1858]

TO LET.

RESIDENTIAL FLAT in Prince's Building.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
[1876]

TO LET.

IMMEDIATE entry, Four very desirable SHOPS, situated in Lee House Street, opposite the Grand Hotel, recently reconstructed.
For rent and other particulars apply to—
THE MANAGER,
HONGKONG ICE CO., LTD.,
40, Connaught Road Central.
[900]

TO LET.

HOUSES on Shamoon, Canton.
No. 57, THE PEAK, LUSTLEIGH.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
[182]

TO LET.

FLAT in Nathan Road, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Alexandra Buildings.
[2000]

FOUR-ROOMED HOUSES in Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Alexandra Buildings.
[2000]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.
FROM SINGAPORE.

THE Steamship

"VAN WAERWIJCK"
having arrived from the above port, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the Wharves delivery may be obtained.
Goods not cleared by the 23rd May, at 5 P.M., will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined.
Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., H.M. Government Agents.
Hongkong, 18th May, 1918. [1937]

S.S. "PAUL LECAT"
COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE.

IN connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuable Goods, being landed and stored at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 20th inst., at Noon, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 20th inst. as they will not be recognized.
All damaged packages will be examined on TUESDAY, the 21st inst., at 10 A.M.
No Fire Insurance has been effected.
P. THOMAS,
Agent.
Hongkong, 18th May, 1918. [2]

COMPAGNIE DES MESSAGERIES MARITIMES

NOTICE TO CONSIGNEES.

S.S. "ANDRE LEBON"
CARGO FROM EUROPE AND INTER-MEDIATE PORTS

THE above-named Steamer, having sustained General Average, Consignees are informed that they will be required to sign an Average Bond, and a provisional contribution of 50% is to be paid before countersignature of Bills of Lading can be given.
P. THOMAS,
Agent,
Messageries Maritimes Co.,
Hongkong, 13th May, 1918. [13]

NOTICE TO CONSIGNEES.

S.S. "ECUADOR,"
FROM SAN FRANCISCO, HONOLULU JAPAN PORTS, SHANGHAI AND MANILA

THE above-mentioned vessel having arrived from the above mentioned ports, Consignees of Cargo are hereby informed that their Cargo will be landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk.
Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before the Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on THURSDAY, the 24th May, at 10 A.M.
All Claims must be presented within a month of the Steamer's arrival here, after which they cannot be recognized.
No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 24th May, 1918, will be subject to rent.

No Fire Insurance whatever will be effected.
Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S.S. CO.,
J. ORAM SHEPPARD,
Acting Agent,
Hongkong, 17th May, 1918. [189]

G. E. NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian apply in person at the CENTRAL POLICE STATION between the hours of 8 A.M. to 1 P.M. and 3 P.M. to 4 P.M. daily.

Applicants will be required to produce Passports or identification papers.
All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION or PERSONS ORDINANCE, 1916.
Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.
The Penalty for non-compliance is a fine not exceeding \$50.

FOR SALE.

"G. ALKEND," 108, THE PEAK, SIX ROOMS.
Apply—
C. H. GALT,
P.W.D.
[1896]

INTIMATION

BY APPOINTMENT.

WATSON'S
STONE
GINGER-
BEER

The only fermented Stone Ginger-Beer in the Far East.

The real charm of Stone Ginger-Beer is flavour produced by

partial fermentation; without this

no Stone Ginger-Beer can be said

to be genuine.

\$1.00 per dozen.

A. S. WATSON &
CO., LTD.,

STERILIZED WATER MANUFACTURERS.

TEL. 436.

DEATHS.

CROPLEY.—At Shanghai, on May 11th, EDWIN CLARK CROPLEY, aged 46 years.
Born:—At St. John's University, Jesselield, Shanghai, on May 11th, S. N. Pott, wife of Rev. F. L. Hawks Pott.

HONGKONG OFFICE: 104, DES VŒUX ROAD, C. LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 21st May, 1918.

THE CHINESE LABOUR CORPS IN FRANCE.

The experiment of taking 150,000 Chinese coolies to work behind the lines in France has proved eminently successful. It was not a light undertaking to face, for it meant transporting in safety this large army over a continent and two great oceans; equipping, feeding and housing it with every regard for its national preferences and prejudices; fitting it into a crowded and complex scheme of organization; getting together a staff of experts in the Chinese language and the Chinese mind; and imposing a hundred extra tasks and anxieties upon already hard-worked men. The need, however, was imperative, and the war has eliminated the phrase "insuperable difficulties" from the vocabulary. The battle of the Somme taught the British authorities that far greater labour power was essential. The supply of white labour was not, for obvious reasons, capable of much greater expansion; the efficiency of black labour was bound to be impaired by the climate; so the idea of trying Chinese coolie labour forced itself into consideration. Partly owing to the war and partly to a series of natural calamities, great distress and unemployment prevailed in the Provinces of Shantung and Chihli, from which the coolies are drawn, and consequently the Chinese Government welcomed the proposal. Recruiting was started, and, in spite of a lively counter-propaganda conducted by German agents, there has always been a larger supply available than could be dealt with in France. The first ship-load arrived early last summer, and others have followed steadily ever since. The coolie's contract provides that he is not to be taken into the danger area; that he is looked after in every respect free by the Government; that he is paid from

seven francs a week upwards; and that his family is provided for in China. He signs on for three years, receives a bonus on joining and compensation is paid in the event of his death or serious injury.

In France there is always an insatiable demand for both skilled and unskilled labour. Not only are there scores of huge factories and shops to be manned by skilled labour, but the cry ever goes up for more hewers of wood and drawers of water. A small percentage of skilled coolies have been sent there, and they have been formed into special "Skilled Companies" and posted where required. The Chinese, however, being quick-witted and keenly imitative, is easy to train, and, therefore, every effort is made to teach promising coolies skilled tasks such as casting, rivetting, cement-making, and even repairing and testing damaged tanks. The engineers are enthusiastic over the progress of their pupils, and unanimous in their opinion that they will prove a god-send in a great need. The Chinese are a race of natural carpenters, and as unskilled labourers they are superb. They are employed in a variety of tasks—unloading and stacking every type of shell, repairing roads, quarrying, repairing and filling petrol tins, unloading ships, loading barges—in a word, grappling with the myriad activities demanded for the supply of the needs of the army in France. They have, of course, their own peculiar ways of doing everything, and, so far as possible, they are left to themselves. Their ganger gets his orders and he is left to execute them in his own fashion. They have a strongly developed competitive sense, and squads on similar tasks invariably race one another. Each company believes that it is the best in France, and that is the spirit their officers try to foster.

The fact that the graphs of Chinese labour show magnificent results and are ever rising reveals beyond all question that the coolie is satisfied with his lot. So far as possible, he is treated just like the British soldier in a hut camp. His living huts are roomy and warm, and he has been taught to keep them spotlessly clean and tidy. Each camp has its washing places, recreation hut and canteen, and petition box, into which the coolie may place any complaint he wants to ventilate. This is not merely a soothing fiction, for every complaint is carefully investigated. His diet is liberal and varied. Pork, rice, and steamed rolls are his staples, and he drinks quantities of tea and smokes endless cigarettes—the better quality for preference. In his leisure time the coolie gets out a football, turns on his gramophone—for which special Chinese records have been obtained in America—or produces his two-stringed fiddle. Chinese chess, Chinese entertainments, cinemas, and books and newspapers in his own language are also provided. In order to cater for the needs of the men the Y.M.C.A. has set out to raise £70,000, and towards this sum the China Association has made the handsome donation of £10,000. When the coolie breaks rules, he is fined small sums for the privilege, and these are used to provide him with games of all sorts and additional luxuries in food. He firmly believes, however, that the money goes straight into his commanding officer's pocket, and he does not object to that in the least, for he considers it a natural and legitimate "graft." As the Chinese are earning considerable sums in France, the Authorities are organising a Savings Bank scheme, by which the coolie will be able to pay in as much as he likes during the term of his contract and draw it out again when he returns home. The coolie likes justice, and he gets it. The British officers who look after him go meticulously into even the most obvious case, and because they do that the coolie never quarrels with their verdict. There are certain specially-qualified "technical officers," whose duty it is to pay periodical visits to all camps in order to advise their officers concerning Chinese ideas and customs. This has been found the best way of getting round the inevitable shortage of Chinese-speaking officers. No one can visit the Chinese camps in France, says Mr. H. E. WAKEFIELD, without being grateful for the invaluable work our Allies are doing for us and not a little proud of the reward they get for doing it. In the opinion of the Rev. W. E. SMOORILL, late President of the Imperial University at Shanghai, the good treatment which the coolies are receiving will have a far-reaching effect when they come back to their native land.

A pair of binoculars has been received by the War Charities Committee from Dr. K. H. Digby, Hongkong, for forwarding to the Manager of the Lady Roberts' Field Glass Fund.

The wedding took place at Shanghai, on May 11th, of Mr. F. J. Brand and Miss Louisa Bowring. The bride was given away by Capt. A. W. Dixon, Mr. A. V. White officiating as "best man," the only bridesmaid being Miss Agnes Bowring, sister of the bride. Messrs. Thomas Main, E. G. Barnes and H. W. Marble were the ushers.

H.B.M. Consul-General at Shanghai has announced that information has just been received that the scheme of registration for military service is to be extended so as to include British subjects up to the age of 50, and it is requested that all those between the ages of 41 and 50 who have not already sent in returns should apply to the Consulate for the necessary form.

On May 7th, with Mr. J. Foley in the chair, the members of the St. Patrick's Society of North China met and decided to send a cable to Mr. David Lloyd George in view of the fact that the Shanghai Irishmen had deferred sending their message a few days previously, says the N.C. Daily Mail. A message was accordingly despatched by the Secretary, Dr. Gordon O'Neill, to the effect that the Irishmen of North China deplored the present situation, that they were in favour of conscription being applied and that they urged their fellow countrymen to compose their differences, close up their ranks and present a united front in the cause of liberty. There was one dissentient.

ARMED ROBBERY AT WANCHAI.

OCCUPANTS OF A HOUSE BOUND AND GAGGED.

PROPERTY STOLEN WORTH \$2,500.

An armed robbery took place on Sunday at Wanchai. The victim has reported to the Police that at about 9 p.m. a man knocked at the door of his house, No. 7, Wood Road, and demanded admittance, stating that he was a postman and had letters to deliver.

No sooner was the door opened than six or seven men rushed in, holding up the inmates of the house with revolvers and knives.

The robbers then proceeded to gag and bind the inmates, after which they ransacked the house, carrying away jewellery and money to the total value of \$2,500.

It is understood that the Police have made some arrests.

TANK WEEK AT SHANGHAI.
FIRST WEEK ENDS WITH OVER FOUR LAKHS.

In round numbers Shanghai's Tank Week investments up to noon on May 11th amounted to something like Tls. 1,800,000, the sterling figure being £468,655 as detailed here:—

Chartered Bank	£ 62,660
Hongkong and Shanghai Bank	223,700
International Bank	25,500
Mercantile Bank	16,450
Direct remittances through London Offices	17,850
C.-J. War Savings Association	59,265
C.-J. War Savings Association	3,030
Sterling drafts sent to London	£408,655

The "Week" did not close officially until May 15th, and is being followed by a Chinese Tank Week.

The donation war bonds fund for local war charities closed on May 10th with £3,150, which has been allotted as follows:—
Sailors' War Orphans' Fund £2,550
Blind Soldiers' & Sailors' Fund 1,300
Officers' Families' Fund 1,300
£5,150

After the closing of this fund a further sum of Tls. 500 was received.

SEAMEN'S BOYCOTT OF LABOUR DELEGATES.

The Exchange Telegraph Company states that M. Huysman, M. Longuet, and Mr. Stewart Bunning were to leave as a Labour delegation for America last month, but the crew of the vessel by which they proposed to travel have refused to sail. Men serving in the special tender in which the delegates were to leave the landing stage have also declared their intention not to take the delegates on board, and the cooks and stewards of the steamer stated that if the delegates went on board they would not join the ship.

THE WAR.

RENEWED ACTIVITY ON WESTERN FRONT.

DISCOVERY OF GERMAN PLOT IN IRELAND. LEADERS OF SINN FEIN ARRESTED.

ENEMY FAILS ON ITALIAN FRONT.

BRITISH SUCCESS IN AFRICA.

Bracco-Belgian Front.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]

BRITISH FRONT.

POST SURPRISED AND CAPTURED.

LONDON, May 18th.
11.30 p.m.
Field-Marshal Sir Douglas Haig reports:—We successfully raided in the day-time in the Morlan-court sector and south of Hulluch, capturing a number of prisoners and two machine-guns. Australians in the former enterprise rushed a post westward of Morlan-court village and surprised the garrison, capturing 21 prisoners and a machine-gun without incurring any casualties. Hostile artillery were more active in the Villers-Bretonneux sector.

HOSTILE ARTILLERY ACTIVITY.

LONDON, May 18th.
12.15 p.m.
Field-Marshal Sir Douglas Haig reports:—There was considerable reciprocal artillery firing last night between Givenchy and Rebecq.

SUCCESSFUL MINOR ENTERPRISE.

LONDON, May 19th.
2.40 p.m.
Field-Marshal Sir Douglas Haig reports:—We carried out a successful minor enterprise last night, in the neighbourhood of Ville-sur-Ardre, north-eastward of Morlan-court, improving our positions and capturing prisoners and machine-guns.

We successfully raided north-westward of Albert and in the neighbourhood of Hamel.

We repulsed an attempted enemy raid north-eastward of Bethune.

AERIAL OPERATIONS.

LONDON, May 18th.
1.45 a.m.
There was great aerial activity on Thursday.

Our aeroplanes dropped 23 tons of bombs on important railway centres, aerodromes and billets.

Fighting was intense in the early morning and evening.

We brought down 30 and drove down five. Anti-aircraft guns brought down two others. Two hostile machines landed in our lines and the occupants were captured. Five British machines are missing.

Our night-fliers dropped a further 10½ tons of bombs railway stations at Lille, Douai, Chaulnes, billets in the neighbourhood of Bapaume, Peronne, Rosieres and the docks at Bruges.

The enemy's night-fliers were also active. A "Gotha" landed in our lines and the crew were made prisoner.

With reference to the Saarbrücken raid on May 16th, three hostile machines were driven down, not five.

Our night-fliers dropped ten tons of bombs on Chaulnes, Haubourdin, Douai, and Maroing stations, on Peronne and neighbourhood of Bapaume. They also dropped 32 heavy bombs on Thionville and Metz railway stations. Several direct hits were obtained, and a fire was started at Thionville. One machine did not return.

We carried out a most successful day-light raid on Saturday on the railway stations, factories and barracks at Cologne. Thirty-three bombs were dropped, and bursts were seen in the railway sheds.

Our bombers were attacked by hostile scouts, and two of the latter were driven down. All ours returned.

EARLIER CABLES.

SUCCESSFUL RAID.

LONDON, May 17th.
9.55 p.m.
Field-Marshal Sir Douglas Haig reports:—We captured a few prisoners in a successful raid in the neighbourhood of Beaumont-Hamel.

We rushed a post northward of Meris, the garrison being killed or driven out.

LATEST CABLES.

HEAT WAVE IN NORTHERN FRANCE.

LONDON, May 17th.
10.35 a.m.

Reuter's Correspondent at British Headquarters, telegraphing to-day, states:—Notwithstanding a heat wave in northern France during the last two days and a consequent improvement in the condition of the roads, the enemy shows no sign of movement.

Aerial activity continues abnormal. During the past 48 hours our airmen have been crashing and driving down out of control hostile aircraft, not singly, but to the extent of several dozens.

Considerable dissatisfaction prevails in the enemy ranks at the further reduction of the bread ration. The daily allowance has been cut down to half a loaf of 700 grammes, instead of 750 grammes heretofore.

AMERICAN TROOPS ARRIVE IN BRITISH AREA.

LONDON, May 18th.
4.35 p.m.

Reuter's Correspondent at American Headquarters reports:—American troops have arrived in the area occupied by British troops who are blocking the way to the Channel ports. British battle-scarred veterans greeted the new-comers not only as comrades, but as warm friends, the greatest cordiality prevailing. The Americans immediately started the last stage of their training prior to entering the line.

They belong to the new Armies, and speak almost every language, representing descendants of numerous nationalities.

BELGIAN REPORT.

LONDON, May 18th.
5.20 a.m.

A Belgian communiqué states:—There was violent artillery firing in the direction of Nieuport, Mercken, Weendendrecht, and the Houthouster forest.

FRENCH FRONT.

LIVELY ARTILLERY ACTIVITY.

PARIS, May 18th.
A communiqué states:—There was lively artillery firing north of the Aisne, in Champagne, and in the region of Massiges.

USUAL ARTILLERY FIRING.

PARIS, May 18th.
A communiqué states:—There was the usual reciprocal artillery firing north and south of Aisne between the nights 14th-15th and 16th-17th inst.

Our airmen dropped 111,000 kilograms of projectiles on railway stations, aviation grounds and cantonments starting fires and blowing up dumps.

Four enemy aeroplanes were brought down and three were seriously damaged.

BOTH ARTILLERIES ACTIVE.

PARIS, May 19th.
A communiqué states that both artilleries were active in the region north of the Aisne.

PRESIDENT WILSON'S MESSAGE TO FRANCE.

PARIS, May 18th.
On the eve of the renewal of the German offensive President Wilson despatched a message to the French people expressing the deep and ardent admiration of Americans for the heroism and self-sacrifice of the French people in the terrible final conflict between liberty and brutality. "American hearts are with the armies in the blood-stained battlefields of valiant France, and Americans are your brothers in the great, holy and common cause."

FRENCH MILITARY EXPERT'S OPINION.

PARIS, May 19th.
Petit Parisien's expert estimates that the German strength in the West is 140 divisions, in addition to 48 in reserve, altogether 1,700,000 men. He says the enemy will try to threaten Amiens, and cut the Amiens-Clermont railway and crush the Ypres salient. If he succeeds, his first objective will be to secure the evacuation of the whole of northern France and establish a new front south of the Somme to Noyon.

VIOLENT BOMBARDMENT.

PARIS, May 18th.
A communiqué states that there were violent bombardments at various points north and south of the Aisne.

AMERICAN REPORT.

LONDON, May 18th.
5.20 a.m.

An American communiqué states:—Hostile raids in Picardy and Lorraine were repulsed, with loss to the enemy in killed and wounded.

There was continued aerial activity in Woivre. Guns and machines successfully engaging the enemy in several encounters.

LONDON, May 18th.
5.20 a.m.

An American communiqué states:—Fighting on Friday was limited to reconnaissance.

There was intermittent but active artillery firing.

There was increased aerial activity north-west of Toul and in Lorraine.

Aerial Activities.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

RAID ON PARIS.

PARIS, May 18th.
An air-raid alarm was given at 10.35 last evening, and the "all clear" signal half-an-hour later.

SEVERAL PLACES BOMBED.

PARIS, May 18th.
An official report states:—Enemy aeroplanes crossed the lines and bombed several places behind the front.

Some machines approached Paris, where the alarm was given at 10.35 p.m. The "All Clear" was given at 11.02 p.m. Bombs were dropped on the outer suburbs.

GERMANS BOMB BELGIAN HOSPITAL AT CALAIS.

LONDON, May 18th.
1.45 a.m.
A Belgian communiqué states:—German airmen bombed a Belgian hospital at Calais, killing 10 and wounding 20.

AERIAL WARFARE IN ITALY.

LONDON, May 18th.
A British official report states that in Italy we have destroyed 19 aeroplanes since May 8th. Two of ours have not returned.

EARLIER CABLES.

INFERIOR GERMAN AIR SERVICE.

PARIS, May 17th.
The French brought down 322 enemy aeroplanes during March and April, compared with 98 French aeroplanes lost during the same period.

The inferiority of the German air service is causing the German General Staff grave anxiety.

Africa.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

ENEMY COMPLETELY DEFEATED.

LONDON, May 18th.
An East Africa official report states:—There was severe fighting on May 16th westward of Nanungu, where the bulk of the German force is concentrated. A small body of the King's African Rifles surprised an important German camp and entered it, and they fired the bullets.

The enemy strongly counter-attacked, heavily engaging our forces all day at very close quarters. We eventually completely defeated the enemy, driving him off north-eastward, with severe losses.

General von Lettow Vorbeck commanded the enemy forces.

Our convergent movement on Nanungu continues.

Italian Front.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

ENEMY ATTACK FAILS.

LONDON, May 18th.
10.30 p.m.
An Italian official report states:—The enemy's third attempt on May 17th to recapture Monte Corno failed.

Two columns, with machine-guns and flame-throwers, strongly supported by artillery, attacked our positions. The attackers were caught under our violent artillery and machine-gun fire, and were compelled to return in confusion.

We captured two flame-throwers and firmly held the positions. We repulsed raiders, with loss, at other points of the front.

The Near East.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

RAIDS BY KING HEDJAZI FORCES.

LONDON, May 17th.
A Palestine official report states:—King Hedjaz's Arab forces raided a station and post on the Hedjaz Railway and killed 20 and captured 140 prisoners. They demolished several miles of the track and three bridges. They also attacked the defences about Meaan, capturing 124 prisoners.

Naval Activities.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

ADMIRALTY LIFTS THE VEIL STIRRING DEEDS IN THE BALTIC.

LONDON, May 17th.
The Admiralty, in lifting the veil from operations of the British submarines in the Baltic, relates stirring deeds of how they were continually attacking and destroying enemy watercraft, and kept a watchful eye upon the movements of the German fleet. Their work was so effective that, finally, the German ships were kept in harbour as soon as a British submarine was reported. Unlike the U-boats, not a single case can be alleged of a British submarine sinking a merchantman on sight, the merchantmen invariably being stopped and boarded in the orthodox manner, and the crews being given plenty of time to abandon ship, or were directed to the nearest port or escorted to a neutral vessel. Seamen's belongings were never regarded as spoils of war.

Official documents of the submarines' doings leave a profound impression of their perseverance and skill, well salted with courage. Icicles and frost covered their periscopes, their decks became coated as with glass, waves swept away the mast, portions with strained plates, yet the crews carried on. Passage into the Baltic was very difficult owing to the close watch. The submarines resorted to numerous ruses or waited patiently until they could follow surface craft and run the gauntlet.

THE END OF A GERMAN BATTLESHIP.

Submarine Commander Goodhart spied enemy warcraft, and, calculating there was "bigger game behind," he skillfully manoeuvred and eventually came up with an enemy battleship escorted by destroyers. Half-an-hour later he fired and scored the very vivid flash of an explosion along the water-line. A tremendous concussion ensued, and the entire ship was hidden in grey smoke, probably due to an explosion of the magazine. Eight minutes later the British submarine came up, but the ship had gone. Her destruction was instantaneous. It was the battleship Prinz Adalbert.

GERMAN CRUISER DESTROYED.

Another submarine sighted a light cruiser of the *Albatros* class, dived and manoeuvred for a good position, and fired a torpedo, hitting the cruiser forward on the starboard side. The cruiser, apparently, put out of control, swung round in a large circle, then stopped, fire bursting from her decks. The escorting destroyer attacked the submarine, but the latter evaded her and fired a second torpedo, getting the cruiser amidships, the magazine blowing up with a loud double report, large masses of iron wreckage falling around the submarine, which, before submerging, observed the cruiser's crew assembling on the poop. They were later rescued by a large German ferry-boat.

THREE STEAMERS TORPEDOED.

As regards the operations against merchantmen, the following is typical. A submarine sighted and chased a steamer from Hamburg laden with wood. She was signalled to stop, boarded and the crew ordered to leave. Subsequently the sea-cocks were opened, the charges exploded and the ship sunk. Meanwhile a Hamburg-American liner was sighted proceeding without lights. A boarding party was collected and the German vessel was overhauled. She was found to be laden with iron-ore for Stettin. So quickly did the crew abandon ship that interrogations could not be continued. The ship was sunk similarly to the first one. After this, within a few hours, two more were similarly despatched, and the following day the Commander reported that all German traffic had entirely ceased.

BRITISH DESTROYER SUNK.

LONDON, May 18th.
The Admiralty announced that a British destroyer was torpedoed and sunk on May 14th.

Two men were killed as a result of the explosion.

General.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

THE IRISH QUESTION. STATEMENT BY IRISH PARLIAMENTARY PARTY.

LONDON, May 17th.
Mr. John Dillon presided at a meeting of the Irish Parliamentary Party at Dublin, after which a statement was issued declaring that the Government never really intended introducing, and passing the Home Rule Bill containing the slightest hope of a settlement.

The latest developments suggest that the Government did not intend producing the Bill, and that their promises were simply meant to deceive the House of Commons and the public, but especially the American Government and people and the European Allies.

The statement appeals to the United States not to be deceived by the British propagandist misrepresentations of Ireland, but to urge that Great Britain immediately supply to Ireland the principles of self-determination expounded by President Wilson.

CONSCRIPTION DEAD AND BURIED.

The *Daily Chronicle's* Correspondent at Dublin says the enforcement of conscription in Ireland is dead and buried.

GERMAN PLOT DISCOVERED IN IRELAND.

LORD LIEUTENANT'S APPEAL TO ALL LOYAL SUBJECTS.

LONDON, May 18th.
The Lord Lieutenant of Ireland (Lord French), in a Proclamation, announces that a German plot has been discovered in Ireland and calls upon all loyal subjects to help in crushing the conspiracy.

The Proclamation reads:—

"Whereas it has come to our knowledge that certain subjects of His Majesty domiciled in Ireland conspire to enter, and have entered, into treasonable communication with the German enemy;

"And, whereas such treachery is a menace to the fair fame of Ireland and its glorious military record—a record which is a source of intense pride to the country, whose sons have always distinguished themselves and fought with such heroic valour in the past in the same way as thousands of them are now fighting in this war;

"And, whereas drastic measures must be taken to put down this German plot, which measures will be solely directed against that plot;

"Now, therefore, it is the duty of all loyal subjects of His Majesty to assist in every way His Majesty's Government of Ireland to suppress the treasonable conspiracy and defeat the treacherous attempt of the Germans to defame the honour of Irishmen for their own ends.

"We hereby call upon all loyal subjects of His Majesty in Ireland to aid in crushing the conspiracy, and to assist in securing an effective prosecution of the war for the welfare and safety of the Empire. As a means to this end we shall cause still further steps to be taken to facilitate and encourage voluntary enlistment in Ireland in His Majesty's Forces, in the hope that without resort to compulsion the contribution of Ireland to the Forces may be brought up to the proper strength and made to correspond with the contributions of other parts of the Empire."

GOVERNMENT'S DETERMINATION.

Mr. Shortt, K.C., Chief Secretary for Ireland, authorised the statement that the measures, for which he will accept full responsibility with the Lord Lieutenant, are directed solely against a dangerous German intrigue.

The Irish Government are fully aware that the number of Irish men and Irish women who are actively co-operating with the German enemy is very small, but many of them might unknowingly become involved, and they believe, therefore, that they can rely upon the support of the Irish, without regard to creed or political views, in the measures they have taken. The Irish Government is determined to take every necessary step to stamp out this German plot.

The arrests of the supposed leaders of the German plot are immediately expected.

LEADERS ARRESTED.

LATER.
The Sinn Fein leaders, Mr. E. De Valera, M.P., the Countess Markievicz, Mr. Arthur Griffiths, Dr. William Dillon, and Mr. J. Cosgrave (Sinn Fein M.P. for Kilkenny) have been arrested.

Others arrested in Ireland include Darrett Figgis, Thomas Hunter, Joseph M. Craith, John M. Garry, Patrick O'Keefe, and Dr. Richard Hayes.

All the arrests were made under the Defence of the Realm Act.

FURTHER ARRESTS.

A telegram from Dublin, despatched at two a.m., states:—A considerable number of arrests have been made at Dublin and throughout Ireland.

ITALO-GERMAN EXCHANGE OF PRISONERS.

AMSTERDAM, May 18th.
The German papers state that delegates of the German and Italian Governments, since May 2nd, have been discussing the exchange of prisoners at Berne.

"FOR VALOUR."

SEAMAN J. H. CARLESS.

LONDON, May 17th.
The *Gazette* announces:—The Victoria Cross has been posthumously awarded to Seaman J. H. Carless. In the action in the Heligoland Bight, on November 17th last year, although mortally wounded in the abdomen, he continued to serve a gun to which he was acting as rammer, lifting the projectile and helping to clear the other casualties. He collapsed once, but got up and tried again and cheered on the new gun-crew. "He then fell and died. He set a very inspiring and memorable example, and continued to do effective work against the King's enemies whilst mortally wounded."

RUSSIAN AFFAIRS.

BOLSHEVISTS RECAPTURE BAKU.

AMSTERDAM, May 17th.
A Constantinople telegram states that the Bolsheviks have recaptured Baku.

REVOLUTIONARY ACTS IN KIEFF.

PARIS, May 18th.
A Zurich telegram states that revolutionary acts have occurred at Kieff, and the Germans are taking steps with a view to preventing the outbreak from spreading.

MRS. BERTRAM BROOKE UNDERGOES AN OPERATION.

SINGAPORE, May 20th.
Mrs. Bertram Brooke, wife of the Tuan Muda (Heir Presumptive) of Sarawak, has undergone a serious operation and is progressing satisfactorily.

CONFLAGRATION AT GOTHENBURG.

LONDON, May 17th.
A Copenhagen message states that large part of Gothenburg, where there are vast stores, is on fire. The damage is estimated at several millions.

NEUTRALITY OF ARGENTINA.

BUENOS AIRES, May 18th.
The Vice-President of the Republic, in opening Parliament, affirmed that the Government at present had no motive in abandoning neutrality, as all the demands were satisfied.

FRENCH VOTE OF CREDIT.

PARIS, May 18th.
The Finance Minister submitted a bill to the Deputies providing for provisional military credits and extraordinary civil service expenditure, totalling Frs. 10,693,000,000 for the third quarter of 1918, being an increase exceeding Frs. 430,000,000 compared with the previous three months.

FAMINE IN PETROGRAD.

LONDON, May 18th.
The *Times* Correspondent at Petrograd, writing on April 30th, stated that the state of famine at Petrograd was most alarming; practically no food was obtainable and the meagre rations being doled out by the authorities were inadequate for subsistence. Food was so valuable that it was being secretly circulated instead of paper money. Hams cost 2500 each, butter 42/-, cheese 35/-, flour 2/-, and potatoes 6/- per pound. Most of these were only obtainable privately. The British community, which is now reduced to 500, induced the Consul to wire to London for eatables.

COMB-OUT OF GERMAN MINERS.

REPLACED BY WAR PRISONERS.

LONDON, May 18th.
The *Times* Correspondent at the Hague reports that the comb-out in the Rheinisch and Westphalian mine districts yielded 100,000 for the colours, to be replaced by war-prisoners, including the Russian Red Guards. The latter are "reared" very harshly and are literally worked to death. If they fall sick they are left to die.

The Germans from Roumania are disgusted at being sent to the Western Front, as they thought their fighting was over.

GERMANY'S FOOD CONDITION.

AMSTERDAM, May 18th.
The *Koelnische Volks Zeitung's* Correspondent at Berlin states that so far 1,862 tons of grain have arrived in Germany from Ukraine or less than a sixth part of what was due on May 1st. There are now only 5,200,000 pigs in Germany, compared with 13,000,000 a year ago. The decrease in the weight of the cattle is shown by the fact that 1,600,000 cattle had been slaughtered this spring to obtain the same amount of meat as was produced a year ago from 150,000 beasts.

BRUTAL GERMAN TREATMENT OF BRITISH PRISONERS.

LONDON, May 18th.
The *Times* Correspondent at Amsterdam learns from officers interned in Holland that two British war-prisoners at Minder on April 13th were shot dead for not stopping talking. A British soldier at Sennelager in January was deliberately shot dead by a guard for refusing to fetch his coffee.

An interned British non-com. writes to the *Times* and describes how a party of 500 British prisoners were sent to Russia as a reprisal, and were driven for 35 kilometres over icebound roads and swamps by blizzards at the point of the lance. "Then the latter billeted them on the ice, whence they regularly were marched to the trenches. In seven weeks 22 died, 420 were sent to hospital, and only eight of the remainder were fit for work."

CORDIAL RELATIONS WITH AMER.

FRONTIER NEVER QUIETER.

LONDON, May 18th.
The *Times* Correspondent at Simla states that Sir G. O. Ross K.C.M.G., speaking at a meeting at Peshawar, stated that the frontier was quieter since the outbreak of war than it had been for four years before. The Viceroy had stated that the relations with the Amer of Afghanistan had never been more cordial. The representatives attending the meeting had seen for themselves how the Amer kept his country peaceful and prosperous when the rest of the world was at arms.

Sir G. O. Ross K.C.M.G. added that he was proud of the recruiting in the frontier province, which had one man in twelve of military age serving.

(Continued on Page 6.)

CANADIAN PACIFIC

OCEAN SERVICES LIMITED

TRANS-PACIFIC LINES

TO CANADA, UNITED STATES AND EUROPE

QUICKEST TIME ACROSS THE PACIFIC

SAILINGS ON OR ABOUT

"EMPEROR OF JAPAN" ... 22nd May.	"EMPEROR OF ASIA" ... 11th Sept.
"EMPEROR OF RUSSIA" ... 17th July.	"EMPEROR OF JAPAN" ... 1st Oct.
"EMPEROR OF JAPAN" ... 27th July.	"MONTEAGLE" ... 1st Oct.

Regular Mail, Passenger and Freight Services.
Excellent Accommodation Moderate Rates.

For particulars regarding passage rates, sailings and conditions of service, apply to the General Agent, Passenger Dept. HONGKONG. Phone 755.

P. & O. S. N. CO.

ROYAL MAIL SERVICE

WILL dispatch VESSELS to the Undermentioned PORTS
LONDON & BOMBAY via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.

SHANGHAI MOJI & KOBE

LONDON via SINGAPORE, PENANG, COLOMBO, BOMBAY, PORT SAID and MARSEILLES.

SHANGHAI, MOJI, KOBE and YOKOHAMA.

LONDON and BOMBAY via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.

WIRELESS ON ALL STEAMERS. Return tickets at a fare and-a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.
For PASSAGE RATES, HARBOR FEES, FREIGHTS, DATES OF SAILING, ETC., apply to
E. V. D. PARR, Superintendent.
P. & O. S. N. Co.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SANDAKAN	"MAUSANG"	Tues. 21st May, Noon.
HAIPHONG	"WAISHING"	Wed. 22nd May, 7 a.m.
HAIPHONG	"LOKSANG"	Fri. 24th May, 7 a.m.
MANILA	"YUENSANG"	Fri. 24th May, 8 p.m.
SHANGHAI	"WINGSANG"	Sun. 26th May, 3 p.m.
MANILA	"LOONGSANG"	Wed. 29th May, 3 p.m.

CAUCUTIA LINE—Three sailings per month from Hongkong to Calcutta calling at Singapore and Penang.

Returnings from Calcutta steamers proceed to Kobe and Moji, frequently calling at Shanghai.

These steamers have excellent passenger accommodation, are fitted with electric light and carry a fully qualified Surgeon.

This line is temporarily disrupted owing to the war. Particulars on application.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow.

Steamers of this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through bills of lading are issued to all Northern and Yangtze Ports.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, sailing at Hanoi when convenient.

BOERNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through bills of lading for Kudat, Jemolton, Labuan, Tawau and Lahad Datt.

INTERLINE LINE—A regular service is run from March to October between Hongkong and Tientsin, calling at Waltham and Chaoan.

UNDER STRAITS GOVERNMENT PASSENGER REGULATIONS, European passengers leaving the Colony for Straits Settlements are required to produce an arrival at destination passport with their photograph and description affixed thereto.

For Freight or Passage, apply to
JARDINE, MATHESON & CO., LTD.,
(General Managers.)
Telephone No. 215.



THE ROYAL MAIL STEAM PACKET CO.

OWNERS OF THE "SHIRE" LINE OF STEAMERS.

FOR SAILINGS TO AND FROM THE UNITED KINGDOM AND INTERMEDIATE PORTS.

Times Apply to

JARDINE, MATHESON & CO., LTD.

Telephone No. 215, Sub. No. 10.



Grown on British owned plantations in the British West Indian Island of Montserrat.
Shipped in British vessels.
Montserrat Lime Juice
The finest health beverage. Warranted by a British firm of world-wide repute.
Of All Storekeepers.
Crown Soda Liqueur & Water, Ltd., Liverpool & London.

THE WAR.

(Continued from Page 5.)

General.

EARLIER CABLES.

(THROUGH REUTER'S AGENCY.)

GENERAL SMUTS' PLAIN TALK WITH SHIPBUILDERS.

"WE MUST STRIKE DOWN MILITARISM."

LONDON, May 17th.

General Smuts arrived in Glasgow to fulfil a number of public engagements. This morning he toured several of the leading shipyards and engineering shops and, introduced by Sir A. Gradie as "one of the best citizens of the Empire," he addressed a huge gathering of workmen at the famous Fairfield Yard during the breakfast interval. He had a fine reception.

"The enemy," said General Smuts, "is now delivering his greatest blow. He has achieved a success few thought possible at the beginning of the present offensive, but he did not go all the way, and he never would. (Cheers.) The reverses we have suffered have in a sense been very good for us. There has been a lot of foolish talk about beating the Boche, and at the same time enjoying all the privileges of peace-time, but the Boche had knocked that damned nonsense out of our heads. We are now in the war up to the neck, and we will have to strain every nerve to win. If we do that the result will be certain. The enemy has made us realise the great dangers ahead of civilization. The Americans now fully realise this, and are coming over in tens of thousands monthly to bear their fair and proper share in the struggle. He knew the workers were all feeling heavy burdens, but it was better to live in these times than in ordinary times, when nothing really happened. On the other hand, to-day great issues were at stake, and if they did their duty they might look forward to great good. (Cheers.) Civilization had been worked up to a point where a great change was inevitable, and out of all this slavery and drudgery, all this structure of economic industrialism, better results for the world must come. But the basis of all this was victory—not victory in a selfish sense, not because we want to trample down other nations, or rule the world, but because we must strike down militarism, which is the greatest danger on the face of the earth. (Cheers.) No improvement is possible in the lot of men so long as our children are driven to slaughter, and we have to work year after year in order to be food for power. (Hear, hear.) The enemy is now attempting, by one of his gigantic blows, to break our resistance and emerge the great dominant military power of the world. Let him strike. We will stand in the line to knock himself to pieces, and allow him to break himself to pieces. Then his spirit will break, and he will see that it is impossible to win. It will not be necessary for the Allies to march to Berlin, which many thought essential in order to annihilate the Boche. That sort of victory, even if it were possible, was entirely unnecessary. If we stood on the defence resolutely, calmly and confidently we will win. (Cheers.) We want no indemnities and no annexations. We are fighting for the rights of nations, large and small, a lasting peace and security." (Cheers.)

Speaking a word of cheer to the workers, he said this was not the time for flattery, because he did not think they had always been right. "Like the rest of us, you made too much of your grievances and your individual point of view. We have all been wrong at various times, but the struggle is worthy of the highest and most concentrated effort, and I appeal to you to make it." (Cheers.)

General Smuts addressed another large meeting of workers at Messrs. Brown's yard.

FREEDOM OF GLASGOW.

Speaking later, on the occasion of the conferment of the freedom of Glasgow upon him, General Smuts, after expressing his appreciation of the honour and the tributes paid to himself and the South African achievements in the war, said that the very climax of our whole accumulated effort in the war was now upon us. The enemy was trying to smash the British Army because he recognised it was the decisive factor, and if he could beat it the war would be over. The Germans knew us as the real mainstay of the Alliance, and thought that if we were broken the Alliance would break up. The enemy also knew that we have been bearing an enormous burden in the battle-field, and that 1917 would remain for the British Army one of the most memorable campaigns they had ever been through. (Cheers.)

LATEST CABLES.

"You have got to prove to the enemy that neither as an army nor as a nation is the British Empire ever likely to get tired. (Cheers.) Because the British Navy sealed up Zeebrugge and Ostend the enemy has all the more reason to get Dunkirk and Calais in order to possess submarine bases on the Channel. The results of the German offensive so far have compensated us for our losses, for we have secured a unity of command, the lack of which previously led to the dissipation of our forces. He was sure this unity of command would prove a most valuable asset, and the country was most highly indebted to Mr. Lloyd George for his untiring labours to secure that unity.

(Cheers.) The Premier had his faults, but they were faults of genius, and at a time of supreme crisis when a real live man came forward to guide the forces of the nation, he claimed they should not look at mistakes, but at the big work. A year ago the Premier asked him to visit the Front, and give the Government his impression of the situation. He reported that the most necessary thing was to have a big army of manoeuvre—an army of contingencies such as had happened now, and might happen later. General Ludendorff's move had been an eye-opener, like a blinding flash of lightning on a dark night. It had done the people of the British Empire the greatest service possible by showing us where our danger was. It showed that Great Britain was still by no means secure, and we must stave off the disaster of defeat by unprecedented exertions. He was very glad the country now realised the actual situation. There had been a good deal too much unworthy and unholly pacifism, but to-day all classes of the community were prepared to sink their differences, combine their energies and do everything possible in order to secure victory. That spirit was the best pledge of the victory which was coming. (Cheers.) The German blow was not going to shatter the British Army and the British Empire as the Germans expected. It only laid bare the soul of the nation in its heroic fervour, and so long as that spirit prevailed he had no doubt of the results. (Cheers.) Was it not an irony of fate that the Americans were now coming over in hundreds of thousands and the German submarines could do nothing to their transports? The submarine campaign had occurred because the Germans were certain the American Army could never reach Europe. The submarines drove America into the war, yet they could do nothing to prevent them coming to Europe. So would it be to the end. The enemy would come within an ace of victory, but would not secure it, because his cause was wrong. The situation would be most anxious for many days, but the enemy's efforts to secure the entire defeat and extinction of the British Army in France would fail. As regards some folk saying that the war was lasting too long and that victory was impossible, he said this was a wrong view. He was convinced the war will have a decisive result one way or another. Other folk said we must completely crush the German army and occupy Berlin. He was not of that opinion. If the last English soldier was driven from France Germany would not be in a better position than Napoleon in his greatest glory. If the Germans wanted to achieve a victory they must win on land and sea. He did not think an out and out victory was possible for any group of nations. To see what Germany was after, look at the Russian peace. For the future peace of the world they could not allow the present state of Russia to continue. We should have to use all our diplomacy to bring the war to a victorious end. He considered we had fought the war up to a stage that the enemy was now ready to consider and concede terms. He thought it was a most dangerous thing to go to a peace conference before they knew their principal terms would be considered. The conference that would ultimately be called would be one to settle the details which the principal combatants were agreed upon as to the main issues. The people of a country were entitled to say to their Government, "We expect you to do your duty as we have done ours, and to be alive to every opening whereby this agony may be ended and the war brought to a satisfactory conclusion. We shall do our duty, and knowing what we are fighting for we shall go forward with calm and confidence."

SPEECH AT GLASGOW UNIVERSITY.

LONDON, May 18th.

General Smuts, speaking at Glasgow University, where he received the honorary degree of LL.D., referring to Ireland, asked whether Ireland was going to be the only exception to the rest of the British Empire. The law of life admitted no exception. It was the aim of the British Empire to solve the Irish problem as it was solved in South Africa. It was impossible to admit the right of anybody in the Empire to be an exception to a common obligation to fulfil the common duties in this war. In Ireland some people were talking of a republic, and some were appealing to the enemy. Ireland need not go to the peace conference to have her wrongs righted. He advised her to go to the highest court of appeal in the Empire, namely, the Imperial Conference.

General Smuts, who had received a remarkable ovation on rising, alluded to the great transformation in South Africa by the grant of self-government. Ireland's problem was not greater than South Africa's had been, and it was soluble. He was no ordinary politician; he represented the outer marches of the Empire, and as such kept aloof from all local politics, devoting his energy to the great task upon which our future depends.

General Smuts referred to General Botha as one of the greatest men living, "who seen no small things—(Cheers)—in these days of trouble, grievance and suffering. In Africa General Botha was destined to lead the people to higher points of view, and he is leading them still." (Cheers.) The British policy of freedom and liberty had resulted not only in a united South Africa, where a new nation was being built up and a great white home in a hooding sunshine of southern skies is being founded. "You have, also secured a very important valuable ally, because whereas South Africa might have been a source of danger, weakness and disension, she has become a source of strength. The Armies of my native country, consisting of Briton and Boer alike, captured in this war more German territory than all the other armies of the whole of the Allies together. (Cheers.) They have swept the German flag from the whole of the African Continent—(Cheers)—and here on the battlefields of France they have distinguished themselves in a way which has

appealed to the whole British Empire and the World." (Cheers.) He was glad to think South Africans on the Western Front have been specially associated with the Scottish troops.

After paying a high tribute to the magnificent work of the other Dominions' soldiers in France, General Smuts proceeded to say that the British Empire was going to be the nucleus of a great League of Nations, at which they had been aiming. This League or Society would ask for precedents to guide it, and the greatest precedents would be the system of free nations of the British Empire. The latter's free institutions and self-government would, expanded and developed, become the basis for that larger system on which future liberty and development would be founded. (Cheers.) Was Ireland going to be the exception? (Hisses and groans.) The law of life admitted no exceptions, and he was sure, it was the mission of the Empire which solved the case of South Africa to solve this dreary case of Ireland. All over the world they found Irishmen in the van. Only in their own beautiful homeland was there nothing but failure, grievances and disaster. Let them see if the ideals, principles and traditions of the British Empire could safely be applied in the case of Ireland and remove this skeleton from the cupboard. Speeches had been made in Ireland by apparently sane and wise men, but which were absolutely hysterical. Some had been talking of a republic, and some wanted an appeal to the enemy. Others want their wrongs righted at the peace conference after the war, but all that was unnecessary in Ireland, which belonged to the group of nations and was herself a nation which had solved her political troubles in the past and was capable of solving her troubles again. If she is unable to do her duty or set her own house in order and remove from herself the stigma that she alone of the Empire to-day in this hour of bitter trial was standing aloof and not doing her duty, he would advise her to appeal to the Imperial Conference, the highest court of appeal in the British Empire. (Cheers.)

GERMAN PENETRATION IN FAR EAST.

WASHINGTON, May 19th.

The State Department officials acknowledge that official confirmation has been received of the arrangement between the Entente Powers, Japan and China for the preservation of peace in the Far East and against German penetration.

THE SIBERIAN SITUATION.

SEMENOFF'S COSSACKS ACTIVE.

MOSCOW, May 19th.

It is reported that Colonel Semenov's Cossack force has occupied Manchuria Station; also the town of Chita, in Trans-Baikalia, where they arrested the Bolshevik Committee.

AMERICAN RED CROSS APPEAL.

KING GEORGE'S MESSAGE TO PRESIDENT WILSON.

LONDON, May 19th.

The Press Bureau announces:—His Majesty the King telegraphed to President Wilson on the eve of the American Red Cross second appeal as follows:—"I thank you in my people's name for the assistance already afforded the Allied sick and wounded. My heartfelt wish is that the new appeal may enable the American Red Cross, beside the British and Allied organisations, to successfully carry out the great humane mission imposed upon us by this gigantic war. The unexampled munificence of America's first response is a noble record, and I feel sure that her generous-hearted people will again respond to the extent that the resources of your great country alone can command."

AUSTRIAN EMPEROR AT SOFIA.

AMSTERDAM, May 17th.

Their Austrian Majesties, accompanied by Count Burian, Chief of Staff, and Minister of Commerce, have arrived at Sofia.

BULGAR TROOPS NEEDED ON MACEDONIA FRONT.

AMSTERDAM, May 17th.

The Bulgarian War Minister has declared that Bulgarian troops are not needed on the Western Front, also that the Macedonian Front could not be weakened.

GERMANY REDUCES BREAD RATION.

AMSTERDAM, May 17th.

The German daily bread ration will be reduced from 200 to 100 grammes from June 6th, "owing to the uncertainty as to whether or not supplies from Ukraine would arrive before the harvest."

CHURCH OF ENGLAND REFORM.

COMMITTEE'S REPORT.

LONDON, May 18th.

The report by the Archbishops' Committee on the reform of the Church of England recommends, *inter alia*, limited instead of lifelong incumbencies and the right of parishioners to be consulted in the appointment of incumbents; a minimum stipend of £400 yearly for an incumbent; £200 for unbeneficed clergy who have been five years in orders; and the establishment of parish councils. An Advisory Committee should help the Premier in the selection of a bishop. The houses assigned to bishops should no longer be called palaces or castles. Their size and importance should be modified. Women should be entitled to vote for and serve on all councils of the Church which include the laity.

THE MEAT RATION.

LONDON, May 18th.

The Food Ministry announces that owing to the larger arrivals of frozen meat eightpence worth may be purchased in respect of each of two weekly coupons which each person is allowed, instead of sixpence worth.

ITALY APPEALS TO UNITED STATES.

WASHINGTON, May 17th.

The Associated Press states that Italy has informally informed the United States that a few thousand American troops on the Italian front is most desirable, in order to counteract the active German propaganda and hearten the civilian and military populations.

EARLIER CABLES.

FOOD CONDITIONS IN HOLLAND.

AMSTERDAM, May 17th.

The food situation in Holland is becoming worse, the Government actually sending troops to search farms for wrongfully withheld stocks, which has made the farmers indignant. The Government estimates that in Haarlemmer Meer district 39 per cent. of the wheat crop, 43 per cent. of barley, 60 per cent. of beans, and 85 per cent. of green peas have been withheld, and the shortage of bread is beginning to be keenly felt. While from June, despite the famous dairy industry, butter and fats will be added to the long list of rationed articles. Tea and coffee have long since been exhausted, meat has disappeared, and the potato ration has been reduced.

Meanwhile the Government has not yet received German permission to send the proposed three ships to America to fetch grain, although the vessels are ready to leave. Neither has the new economic agreement with Germany materialised, apparently, because the Dutch shrink from paying the price out of their precious foodstocks which Germany demands for coal, iron, etc.

GERMANY'S "ANNEXATION" OF AUSTRO-HUNGARY.

LONDON, May 17th.

There is uneasiness in Austria regarding the new Austro-German Alliance, which the *Volkrecht*, the leading Socialist organ in Switzerland, says, "is nothing else but an annexation of Austro-Hungary by Germany."

This is further reflected in the comments of the Vienna *Arbeiter Zeitung*, which says, "The Austrian people ought to know if in the agreements reached at the German Headquarters Count Burian maintained Count Czernin's position that Austro-Hungary would defend the pre-war possessions of her Allies and herself, but would not fight for imperialistic aims."

BRITISH TRADE.

LONDON, May 17th.

There was an increase in exports of £487,500 and in imports of £35,300,687 compared with April last year. Last month's imports created a record.

GERMAN OFFENSIVE OF TERROR.

"DASTARDLY, UNRIGHTEOUS, CRUEL AND DEVILISH"

NEW YORK, May 17th.

Dr. Davison, Chairman of the American Red Cross, has just arrived from the war zone. Interviewed, he described the outstanding feature of the German methods as an offensive of terror against women, children and old people behind the lines by dropping bombs from aircraft and the use of long-range guns in order to break down the moral of civilians so that they might importune their Governments for peace. "It is the most dastardly, most unrighteous, cruel, and most devilish plan conceivable, and is based on the theory that the killing of four out of five children will induce the mother to implore the cessation of war so that the fifth child may live. It is carried on from the Channel to the Adriatic, and has resulted in the maiming of thousands of women and children, and driving hundreds of thousands of terror-stricken people from their homes."

LORD WIMBOURNE CREATED VISCOUNT.

LONDON, May 19th.

The Press Bureau announces that Lord Wimborne has been created a Viscount.

THE SILVER MARKET.

WEEKLY REPORT.

LONDON, May 17th.

Messrs. Samuel Montagu's report states:—The market has continued perfectly steady, and the value of silver at its source remains the same. The fall of a farthing in price on May 13th represents merely a reduction in the insurance rate from the United States to London. The only factor now likely to affect the price for some time is the variation of freight and insurance. Shanghai exchange remains without animation and at about the same figure.

LONDON, May 17th.

The silver market is quiet.

LONDON, May 19th.

The silver market is quiet.

ABSENT FRENCH DEPUTY.

PARIS, May 19th.

M. Outrey, Deputy for Cochinchina, who has not been heard of for several months, has telegraphed stating that he is returning to Paris.

INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE LIMITED,
Managing Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM AND CONTINENT.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.
Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE LIMITED,
General Agents.

C. N. C.**CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

FOR STEAMERS TO SAIL

SWATOW and SINGAPORE	"HUPEH"	On 21st May, Noon
SHANGHAI	"SINKIANG"	On 21st May, 3 P.M.
SHANGHAI	"SUIYANG"	On 23rd May, 3 P.M.
TIENTSIN	"HUICHOW"	On 24th May, Noon
SHANGHAI	"KAI-FONG"	On 25th May, 3 P.M.
SHANGHAI	"SUAKIANG"	On 28th May, Noon

SHANGHAI LINE-PASSENGERS, MAILS and CARGO.
Excellent Saloon accommodation, Ample Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wootung.

For Freight or Passage apply to—
Telephone 36

BUTTERFIELD & SWIRE,
Agents.

DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST FORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHEW AND RETURN.

(Occupying 9 to 10 Days).

HAITAN	Capt. A. E. Hodgins	TUESDAY, 21st May, at Noon.
HAICHONG	Capt. J. W. Evans	TUESDAY, 21st May, at Noon.

Arrivals and Departures from the Company's Wharf (near Bank's Pier).

For Freight and Passage, apply to—

DOUGLAS LARPAK & CO.,
General Managers.

BRITISH INDIA S. N. CO., LTD.**APCAR LINE.**

REGULAR SERVICE BETWEEN
CALCUTTA, RANGOON, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a daily qualified surgeon.

For Freight or Passage apply to

DAVID SARBOON & CO., LTD.,
Agents.

P. & O. S. N. CO.**ROYAL MAIL SERVICE**

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT.

TO

MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamer	Leave Hongkong	Connecting Mail	Due at Marseilles	Due at London
to	from	to	from	to
COLOMBO	NOON	Str. from COLOMBO	1817	1917

When Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.

Leave Hongkong About

Passengers may travel by Railway to Japan between Ports of Call free of charge.
Return Tickets are available to Messageries Maritimes Company.

INTERMEDIATE STEAMERS

(Non-Transshipment).

IN ADDITION TO THE ABOVE MAIL STEAMERS,

WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON.

Calling at SINGAPORE, PORT SWETENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

Proposed Sailings:

STEAMERS	Leave Hongkong	Leave Suez	Due at Marseilles	Due at London
	about	about	about	about
The Intermediate	Service is	temporarily	Suspended.	

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.

Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.

Return Tickets at 1st and a half available to Europe for Two Years or to Intermediate Ports for Six Months.

Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & WIGGLES, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within two days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, Dates of Sailing, etc., apply to

E. V. D. PAIR,
Superintendent.

NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATES
SHANGHAI, ECHU & YOKOHAMA	KAMAKURA MARU 12,500 TONS	21st May, 11 A.M.
	TAMBA MARU 12,500 TONS	23rd May, 11 A.M.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU 9,600 TONS	15th June, 11 A.M.
	AKI MARU 12,500 TONS	20th July, 11 A.M.
SHANGHAI, MOJI & KOBE	HWAH-WU MARU 8,000 TONS	30th May, 11 A.M.
LONDON OR LIVERPOOL VIA SINGAPORE, PENANG, COLOMBO, DELAGOA BAY & CAPE TOWN		
MELBOURNE VIA MANILA, ZAMBOANGA, THURS, IS, TOWNSVILLE, BRISBANE & SYDNEY		
NEW YORK VIA SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO & PANAMA CANAL		
BOMBAY VIA SINGAPORE, MALACCA & COLOMBO		
CALCUTTA VIA SINGAPORE, PENANG & RANGOON		

† Omitting Shanghai and/or Moji.

† Wireless telegraphy.

HONGKONG, VICTORIA, B.C. SEATTLE

VIA

MANILA, KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.

Operated by the magnificent and splendidly equipped passenger steamers "FUSHIMI MARU," "SUWA MARU," "KASHIMA MARU" and "KATORI MARU," each of over 20,000 tons displacement.

Next Sailings from Hongkong.

† FUSHIMI MARU ... Tues, 11th June, at 11 A.M.

† KASHIMA MARU ... Thurs, 20th June, at 11 A.M.

† Omitting Manila Eastbound.

For further information apply to

NIPPON YUSEN KAISHA,
B. MORI Manager

Telephone 232 and 233

TOYO KISEN KAISHA.**SAN FRANCISCO LINE.**

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
KOREA MARU	18,000	FRI., 21st May.
SIBERIA MARU	18,000	SAT., 31st June.
TENYO MARU	20,000	SAT., 22nd June.
SHINYO MARU	22,000	TUES., 16th July.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA and IQUIQUE.

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
KIYO MARU	17,200	July 12th.
ANYO MARU	18,500	Sept. 6th.
NIPPON MARU	11,000	Nov. 8th.

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, LTD., and the PACIFIC MAIL STEAMSHIP CO.
Passengers may travel by Rail between Ports of Call in Japan free of Charge.

For full information as to rates, sailings, etc., apply to—

T. DAIGO, Manager,
King's Building.

Telephone 2274 and 2275.

MESSAGERIES MARITIMES.**FRENCH MAIL LINES.**

SERVICE TO AND FROM JAPAN VIA SHANGHAI.

SERVICE TO AND FROM EUROPE.

Ports of call:—Yokohama, Kobe, Shanghai, Hongkong, Saigon, Singapore, Colombo, Djibouti, Suez, Port Said, Marseilles.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

Return Tickets to Europe available for two years.

Return Tickets to Intermediate Ports available for six months.

For full particulars regarding sailings, apply to

H. THOMAS, Agent,
Queen's Building.

Telephone 740.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

MARSEILLES LINE—Monthly service via Singapore and Port Said.

NORTH-AMERICAN LINE—Regular fortnightly services between Hongkong and Puget Sound ports touching at intermediate ports in Japan.

"ARABIA MARU"	SATURDAY, 1st June, at 3 P.M.
"AFRICA MARU"	WEDNESDAY, 5th June, at 3 P.M.
"CANADA MARU"	MONDAY, 17th June, at 3 P.M.

SOUTH AMERICAN LINE—Every two months the steamer proceeding to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Darwin and Cape Town.

BOMBAY LINE—Regular fortnightly service for Bombay calling at Singapore, and Colombo.

JAVA LINE—Monthly service for Batavia, Sourabaya and Samarang.

AUSTRALIAN LINE—Monthly service between Japan and Adelaide, calling at Auckland, N.Z., Sydney and Melbourne.

FORMOSA LINE—The steamers will arrive at and depart from the SOON YIP WHARF, near the Harbour Office, and while the steamer is alongside the Wharf

Telephone No. 76 will be fixed.

KEELUNG via SWATOW and AMOY.

"JOHNN MARU" ... TUESDAY, 21st May, at 4 A.M.

"KAI MARU" ... SUNDAY, 26th May, at Noon.

TAKAO via SWATOW and AMOY.

"KOSHU MARU" ... THURSDAY, 23rd May, at 6 A.M.

FOR SAILING DATES AND FURTHER PARTICULARS

Please Apply to—

K. YAMASAKI, Manager,
No. 1, Queen's Building.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

S.S. "CHINA"

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, YOKOHAMA AND HONOLULU TO SAN FRANCISCO.

JUNE 21, and AUGUST 31, 1918.

AN UNEQUALLED HIGH-CLASS PASSENGER

SERVICE AT IMMEDIATE RATE.

O. H. RITTER, Freight and Passenger Agent,
Pine's Building, 100 Cross Street.

